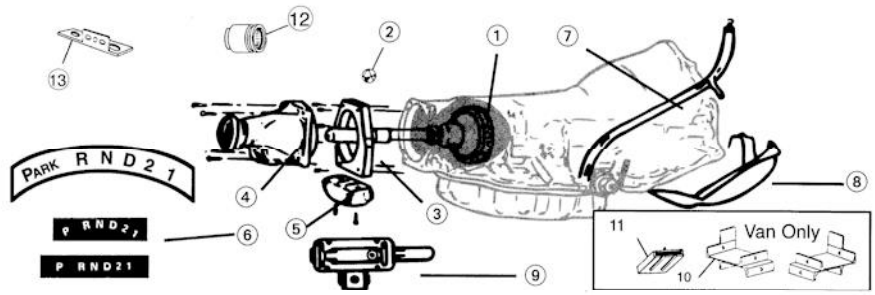
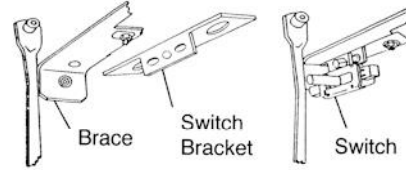


INSTALLATION INSTRUCTIONS
**TRANSMISSION
 SWITCH KIT**
**4 x 2 700-R4 to 400
 Pickup Truck/Van**
7-40B, V7-40B



1. Install output shaft (Item #1) in the 400 transmission.
2. The freeze plug (Item #2) is to be driven, hollow side out, into the transmission case where the speedometer housing has been removed.
3. The adapter block (Item #3) should be bolted to the rear of the transmission case with the six Allen head bolts furnished. Be sure to use the extension housing gasket furnished with your 400 rebuilding kit.
4. Remove the yoke sleeve, the inner speedo-gear, and clip from the 700-R4 transmission you have just taken from the vehicle. The sleeve, gear, and clip can be installed on the output shaft (Item #1). A sleeve (Item #12) also is included in the kit.
5. Install the extension housing (Item #4) to the adapter plate (Item #3) using the O-ring and bolts furnished.
6. Install the 400 rebuilt unit with a 350 non lock-up converter. To use a 400 converter (three lug or six lug), the flywheel will have to be changed, if the flywheel does not have a dual bolt pattern.
7. Install the filler tube with stick (Item #7) and dust cover (Item #8). The filler tube in this kit is for a shallow pan, but it also will work on a deep pan.
8. The transmission mount (Item #5) is bolted to the adapter block (Item #3) with the 2-3/8" x 5/8" bolts furnished with the kit.
9. The original cross-member on 1982-87 models can be bolted to the frame using the back bolt holes in the frame with the front hole of the cross-member. Drill one 7/16" hole on each side of the frame to accommodate the rear attaching bolts. On 1988-up models, all 4 cross-member bolt holes will have to be drilled in the frame.
VAN: Bolt the cross-member brackets (Item #10) to the frame where the cross-member originally bolted on the 2-1/2" x 5-3/4" bolts furnished. The wedge washer furnished in the kit may be required to remove any unnecessary play from the brackets. The cross-member now will bolt to the brackets with the original cross-member bolts. The mount spacer (Item #11) should not be bolted to the bottom of the transmission mount furnished in the kit with the 2-7/16" x 1" bolts furnished. The single stud built into the mount spacer now will fit into the cross-member hole.
- 10a. The passing gear switch (Item #9) is mounted on the accelerator bracket in such a way that the movement of the accelerator pedal will move the bar on the switch. All 1982-87 model trucks have a pre-drilled hole and recessed area to hold this switch. The installer then must run a hot wire to either side of the switch. Another wire must be attached to the remaining lead on the switch and run down to the passing gear connector on the left rear of the transmission.
- 10b. On 1988-up models, the detent switch bracket (Item #13) must be installed onto the brace (see diagram) with the hardware furnished. The detent switch now can be wired as previously explained.



11. The selector indicator decal (Item #6) is installed by removing the screws that hold the dash into the cowl frame. The indicator plate will be visible. Wipe the indicator clean with alcohol or thinner! Use the right edge and the bottom of the decal as your guide. Peel off the back of the decal and press it firmly on the clean indicator. Reassemble dash.
VAN: Remove the selector indicator assembly from the column. Pull the rubber gasket off the bottom of the indicator. Next, pry the inner, clear plastic portion of the indicator out of the housing. Use lacquer thinner to remove the white painted indicator figures. Wipe the front of the decal area clean with thinner and stick the clear decal on the opposite surface of the original indicator figures. Reassemble and install. For cosmetic reasons, it may be desirable to purchase a new selector. The GM Non-Tilt Wheel number is 784101, and the Tilt Wheel number is 7840992.
- 12a. **GAS ENGINE:** To furnish vacuum to the transmission, use 3/16" tubing (brakeline or equivalent), approximately 3 feet in length. Hook this line into a vacuum source at the engine intake manifold and run down to the modulator. **NOTE: Do not use rubber vacuum tube from motor to transmission. It may heat up and collapse.**
- 12b. **DIESEL ENGINE:** Remove the Throttle Position Sensor located on the injector pump. Replace this sensor with the transmission regulator GM Part #14057219. Tap into a vacuum line running from the vacuum pump and connect it to the vacuum regulator lower outlet, the one without the red cap. Remove the EGR vacuum line at the intake throat and plug it. It will be necessary to run a vacuum line from the vacuum regulator upper outlet, the one with the red cap, to the modulator.
- 12c. If there is not adequate vacuum for the vacuum modulator, the Teckpak 40M Mechanical Modulator can be used with the original detent cable, or use Teckpak Detent Cable K77978.
13. After completing installation, take the truck for a test drive. It may be necessary to adjust the shift pattern by adjusting either the vacuum regulator (diesel only) or the modulator, or possibly both.

The selector can be adjusted from under the truck by loosening the adjustment on the linkage coming down from the firewall.

Part Number	Length of Shaft
7-40B, V7-40B	11 5/8"